

Night Speed Limit Boost Plan Gets Taylor Backing

The Alberta Legislature probably will be asked next spring to approve a night speed limit boost, according to The Calgary Herald.

Highways Minister Gordon Taylor said he is prepared to recommend the change, requested by delegates to the recent Alberta Social Credit League convention.

At present, the night speed limit on two-lane highways is 50

m.p.h. for all vehicles. This means a car could be forced to remain behind a large truck unless the car driver wanted to exceed the speed limit.

"This isn't practical," Mr. Taylor said.

"In fact, it could be dangerous because you can't see what is coming when there is a large truck immediately ahead of you."

No increases in truck speed

limits are planned because the truckers don't want a change.

"Those semi-trailer trucks cost between \$25,000 and \$40,000," the highways minister noted.

"The owners want them to move along but they don't want them to get up into the high speeds."

Mr. Taylor does not anticipate any increase in the top speed allowed on Alberta highways—

70 m.p.h. on freeways — for at least several years.

A 24-mile stretch of divided highway between Red Deer and Ponoka is the only place where a 70-mile speed limit is now permitted and the government is keeping a close watch on it.

If the 70-mile speed limit is extended to other areas in the future it will be applied only to divided highways built to freeway standards with limited access and a minimum of railway crossings.

"We have all the flexibility we need," he said. "We have the authority to raise the limit to 70 m.p.h. or lower it in built-up areas."

Restricted speeds in the area of towns fronting on the highways are usually set after a study of the speed most motorists consider safe in the area.

SPEED LIMIT

He mentioned one area west of Edmonton where a speed limit of 25 m.p.h. had been set but it was changed to 40 m.p.h. after a study of the speed most vehicles were travelling through it.

"Most motorists want to be law-abiding," Mr. Taylor said. "But they won't be if the regulation is not realistic."

The highways minister said the Legislature will also receive a report on the success so far of two experiments with concrete highways in the Calgary area.

The long-term tests are being conducted as a result of cement company officials' claim concrete highways give longer life and better performance than asphalt.

One test is on Highway 2 between the airport corner and the intersection of highways 1 and 2. Here, Mr. Taylor said, people don't like the concrete stretch because it is "bumpy."

However, the other test, a seven-mile stretch west of Calgary which includes various types of concrete construction, is satisfactory.

Concrete highways are more costly than asphalt at present, Mr. Taylor said.

"We don't know whether the cost would be decreased if we began using concrete in volume."

Edmonton Drivers Score High

An opinion long held by pedestrians in Toronto was confirmed recently when a survey by the CTV Television Network's public affairs program, Telepoll, gave Torontonians the lowest score on basic questions about the rules of safe driving. Citizens in Winnipeg and Edmonton scored highest on the questions, which revealed that, while the majority of Canadians know the rules of the road, a substantial number are driving unaware of some of the basic pointers on safe driving.

Asked how many car lengths should be kept between cars travelling at 50 miles per hour, 73.5 per cent answered correctly, five car lengths, while 20 per cent underestimated the recommended distance. On the rule of right of way at an intersection, 65 per cent were correct, 23.6 per cent were wrong, and 11.4 per cent did not answer. The octagonal shape, standard for stop signs across Canada, was correctly recognized by 73 per cent, but 20 per cent interpreted it wrongly.

On the subject of impaired driving, 22.4 per cent think the average person's driving ability is impaired after one drink, 24.2 per cent think driving is impaired after two drinks, 28.6 per cent feel that three drinks can be downed before driving is impaired, and 11.9 per cent think driving is impaired only after four drinks. In general, men had only a slight edge over women in their knowledge of safe driving practices.

Vehicle Safety Inspection Hit-Or-Miss Procedure

Safety inspection of motor vehicles in Canada is a hit-and-miss procedure. Some provincial governments and other jurisdictions have partial systems but few have compulsory inspections. Many safety inspections to encourage roadworthy vehicles come from efforts made by local citizens and automotive associations. A method of co-ordinating the efforts of these groups is being sought.

The system used in Vancouver for 25 years is a successful one.

Members from this area advocate its study for adoption elsewhere in Canada.

Authorities estimate that the Vancouver station has reduced the number of accidents caused by mechanical failure from 36 per cent to about 1 per cent. In its early days rejections were as high as 65 per cent of the cars examined. Now it is less than 25 per cent and mostly on minor infractions. When faults are uncovered, drivers must report back with corrections in a

specified time.

Shop owners observe that drivers are influenced by the system to maintain vehicles at a high standard of operating efficiency. Some claim that a good percentage of their work is stimulated by this need for keeping vehicles in "safety inspection" condition.

Safety on the highways isn't always a matter of vehicle checking, but it helps. It creates an awareness that safety starts with the driver's attitude.



EVERYTHING STOPS FOR SCHOOL PATROL

Two familiar sights in most Alberta towns and cities these days—the school patrol and the man clearing the snow off the roads. Shovel operator Lee Spohn gave way to the traffic patrol in this picture taken outside Red Deer's South School.

Government Keeping Eye On Truck Scale Hazards

Highways Minister Gordon Taylor says the Alberta government is working to correct dangerous approaches to truck scales on the province's highways.

Mr. Taylor was replying to a statement by Ron Innes of Edmonton that the scales are a "built-in hazard" to highway safety. Trucks must cross four-lane highways in front of oncoming traffic to get into the scales

said Mr. Innes, partner in a firm that operates trucks throughout the province.

Mr. Innes was commenting after an accident at Nisku where two persons died when a car collided with a truck leaving government scales. The Nisku scales are 10 miles south of Edmonton on Highway 2.

Mr. Innes suggested scales should be placed between divided sections of highway or on both sides of the road.

Mr. Gordon Johnston
DIAMOND CITY,
ALBERTA.

L2122
May 31

Northwest Corner

By MAC PERKINS
Chairman, Advisory Committee

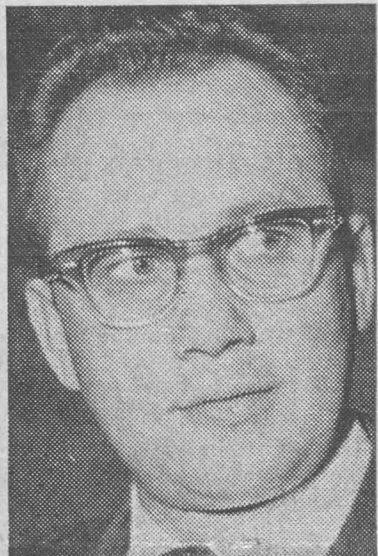
This corner is particularly pleased to welcome the new manager of the Grande Prairie sub-branch in the person of Clarence Seifert. Mr. and Mrs. Seifert and their two young daughters arrived in Grande Prairie during the first part of December, and almost coincidental with the coldest days of the winter. They admitted that their welcome into the city was anything but warm, from the weather standpoint. But by all reports it was even worse where they left.

The Seiferts are from Edmonton where they have lived for the last several years. Clarence, who is 34, has spent several years with one of the hardware firms. He isn't a complete stranger to the Peace River country and the North, having travelled through on

various occasions in his work with his former employers.

Both Clarence and his wife Marlene are sports minded. They play golf in the summer and curl in the winter. Right now they are busy getting settled in the living quarters in the A.M.A. building on 100th St. in Grande Prairie. Clarence will be calling on many of the members of A.M.A. But it may be pointed out that it is physically impossible for him to call on all the members in the area that are under his jurisdiction. Grande Prairie branch has between three and four thousand members. The area covered is pretty well all of the northwestern section of the Province.

We suggest that it would be worth your while to drop in and meet Clarence and discuss with him the services and benefits to be had with your membership in the A.M.A.



CLARENCE SEIFERT

Prisoners Make New Plates

Prisoners at Fort Saskatchewan Provincial Jail near Edmonton have started to make 1966 motor vehicle licence plates.

The 1965 plates, also made at the jail, will be white with red numerals. The 1966 plates will be white with blue numerals.

The American Automobile Association last year issued a record number of American International Driving Permits to motorists headed overseas — a total of nearly 165,000.

Trans-Canada Highway Wins Praise From U.S.

The Trans-Canada Highway has been singled out as a success story which American road planners should read well.

Beautification of the vast network of United States highways has been given high priority in President Johnson's Great Society, with details to be announced later.

This program in conservation is being talked up by Interior Secretary Stewart Udall in urging that it no longer is good enough to build roads in a straight line without regard for the damage that may be caused to the fish, game and scenery between two points.

Under legislation passed in 1956, the U.S. is building 41,000 miles of interstate highway which will require 1,500,000 acres of land, most of it from farm areas.

In a recent speech to the Connecticut Road Builders As-

sociation, Udall said some of the state's new roads are a "joy to the driver, a delight to the passenger."

QUALITY ROAD

The same kind of "national plus" had occurred in the Trans-Canada Highway, not only the world's largest paved road but also able to claim a "quality distinction."

Canadians build most roads north and south and the Trans-Canada has tended to knit the nation, Udall said. It had high quality and he specified the provisions of picnic tables and camping areas at set intervals.

Udall said that the story of building the Trans-Canada across the "gap" between Sault Ste. Marie and the Lakehead was a "classic chapter in the road construction industry."

The gap was 164 miles wide, "split by more than 100 rivers, pocked by thousands of lakes,

deep ravines and granite ledges." But the most formidable obstacle was muskeg which in one case resulted in "one section . . . representing an entire day's work disappearing without a trace before the next sun came up."

Udall said that the "story of how 2,000 men worked in the bush of the gap, tormented by flies and mosquitoes, filling the muskeg sometimes to a depth of 90 feet, blasting out whole granite gorges, building 25 bridges, is a classic chapter in the road construction industry."

STIMULATES SPENDING

"The sequel is equally spectacular. In Quebec alone, the Trans-Canada is believed to have stimulated more than \$100,000,000 annually in construction of new buildings; one motel chain has spent \$27,000,000 there.

"In many parts of the country other road construction is being stimulated. It is a story of the good that roads can bring. It is a reminder of the peculiar challenges we face in a much more developed country."

Added Udall, aiming at the American road-building industry:

"At the moment, highway engineers and road builders are under fire in many parts of the country. In my judgment, much of this criticism is justified for we have concentrated too much on getting the most miles for a buck and we have forgotten that highways should be built primarily for their appeal to people, not merely for the convenience of machines."

Under Your Hood

BETTER VALVING

Some oddities in engine behavior at turnpike speed can be traced to shimmy of valve springs. In fact, if springs are not strong enough they may even fail at higher speeds, giving the car a very definite and too low top speed. The effect is much like a too weak spring for the breaker arm of the ignition distributor. To prevent shimmying of valve springs, mechanics install special dampers. Like seals for worn valve guides these are among the newer things that can be done to maintain engine efficiency.

LEAKY FILTERS

Spin-on filters are convenient provided they do not develop annoying leakage. An important point to keep in mind is making sure all of the old gasket material is removed. Next is the new gasket which must be so designed that it won't wrinkle. Then after the new filter is replaced, be sure to let the engine idle for 10 minutes or so to make sure no leakage develops. Incidentally, if the engine breaks into a lot of clattering, you'll usually find the oil level way low and often a leaky oil filter as the cause.

CHECKS SECOND SKID

This is a good time to understand what is meant by a "counter-skid" so that precautions can be taken against inviting it when the rear end is trying to swing around toward the front, usually to the right because so many roads are crowned that way. To correct this initial skid, the trick is to cut the steering wheel in the

direction the rear end is sliding. But the correction must be geared to the weight of the car. You can throw a light car into a bad counter-skid if you cut the front wheels too sharply. With a heavy car a sharp cut is imperative. When a counter-skid develops the car first straightens out and then its rear end starts sliding around in the direction opposite to its first skid.

WIRES CROSSED

If your car is equipped with window lifts and an automatic seat adjuster, you may find it advisable to open the left front door as little as possible in cold weather. This is assuming that the wiring for these parts has plastic insulation. Plastic is not flexible in the cold, with the result that if insulation breaks there may be shorting where the wiring goes through from the body to the door. A window that should go up may go down, or work only when the door is open, or vice versa.

USEFUL TO KNOW

The screen of a bowl-type fuel filter should be dunked in cleaning fluid and carefully dried with air from a tire pump . . . If a vacuum operated door lock doesn't work the trouble may be due to a loose, pinched, or disconnected actuator . . . Excessive steering wheel play can be due to loose front wheel bearings . . . On cars with dual exhausts it is customary for mufflers to rot out more quickly on the "cold" side.

Kachlein New Head Of A.A.A.

George F. Kachlein, Jr., immediate past president of the American Automobile Association, has been named executive vice-president of the AAA.

The announcement was made by AAA President Paul R. Genger, who said that Mr. Kachlein will take over his new duties no later than May 1, 1965, after winding up his affairs in Seattle where he is partner in the law firm of Bogle, Bogle, and Gates.

He will succeed retiring Executive Vice-President Russell E. Singer, who has held the position since 1936.

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Honor Patrol Of Month

Awards and congratulations for having the best operating School Patrol during the month of December went to Athlone School. The Patrol, supervised by Mr. Shelton, has always been one of Edmonton's most efficient groups.

At a general assembly in the school Mr. Shelton was presented with the Alberta Motor Association Safety Award Certificate by Mr. A. R. Graham. The Patrol members were congratulated by Mr. R. G. Crothers, who distributed the award pens to each member.



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CYRIL E. SHAW

President's Message

During the winter months we are most conscious of our Emergency Road Service, and the extreme cold spell encountered during the month of December has sky-rocketed our E.R.S. cost for the year ending December 31, 1964. At the time of writing this column the figures have not yet been finalized but I know that we will see another substantial increase recorded. This is a service which is meant to be used in case of emergency, however, in many instances the A.M.A. cannot render prompt service in such cases of emergency because someone else has placed a call mainly because he neglected to plug in his car, forgot to put it in the garage, did not get it tuned up or have the battery checked. I am sure that if our members would take their car to the local garage in the early part of winter and have it winterized on the basis that we point out in our magazine every year, that they would not be inconvenienced during the winter months waiting for a tow truck.

Unfortunately, some of our members who called for a tow truck were kept waiting, however, this is a situation which cannot be helped as when there is a severe cold spell, it is impossible to keep towing equipment operating 24 hours a day as well as having sufficient trucks on hand in order to keep up with the demand.

I would also at this time like to pay special tribute to the Emergency Road Service staff on the A.M.A. throughout the province and a special thanks to the owners and operators of tow trucks who worked around the clock in order to provide our members with the best service that could be given under the conditions we were faced with.

Don't forget it is still not too late to get your car checked and if you need Emergency Road Service in case of emergency—use it—but please do not abuse it.

Tourists in the state of Georgia contribute about five per cent of the state's total annual revenue, the American Automobile Association estimates.



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Tire-Buying Primer Aid For Bewildered Motorist

It is understandable if today's tire buyer is confused. He is confronted in bewildering array, with more than 100 major brands — off brands, house brands, promotion brands, confusing "super-deluxe" labels—and a total absence of industry or government standards on tire quality or performance.

Let the tire buyer beware, lest he end up in a ditch. In a recent policy statement calling for tire performance standards, the American Automobile Association Traffic and Safety Committee said:

"It is well known that the descriptive terms applied to tires which seem to suggest differences of quality have no valid significance on the basis of performance tests. In addition, there is no quality control of the industry which would give the public any assurance that the product they purchase is as represented.

"The terms, 'First Line', 'Second Line,' etc., have no significance in relation to objective standards. They simply represent the rating established by each manufacturer for the various grades of tires he manufactures. Clearly there is a need for performance standards designed to protect the buying public."

In picking his way through the rubber jungle of tire prices and grades, the prospective purchaser should first know something about the four main grades of tires — premium, first line, second line and third line — despite the lack of uniformity or standard among brands.

Tires sold with new cars are called "first line" or 100-level

tires. They are made by the Big Four tire makers and meet car makers' minimum standards for performance. Other tire makers make tires to compete with these calling theirs "first line" also. Unfortunately, some off-brands have cheapened the terms "first line" or "100-level", so these are no longer a complete assurance of meeting car makers' standards.

"Second line," or 90 level, tires are similar in appearance to first-liners, but are lighter in rubber content and made with fewer plies of tire cord. Good second line tires are serviceable with an average life span of 18,000 to 20,000 miles — more if you drive slowly. They'll wear out faster in high-speed turnpike driving, however.

"Third line," or 70 to 80 level tires, are produced for price appeal — the so-called "cheapies" which claim so much advertising support. They are of distinctly inferior quality and not a good buy.

Premium or 130 to 250 level tires are superior to first line tires, often carrying a guarantee of 30,000 to 40,000 miles, compared with the usual 20,000 mile first line guarantee. They frequently have special features, such as puncture-proof sealant within the casing.

What makes a cheap tire cheap — even dangerous? AAA experts have this explanation.

The two principle causes of tire failure are wear and heat. Proper dissipation of heat is essential to tire safety. Heat is caused by flexing of the tire. The plies in the sidewalls rub

together and build up heat, which must be dissipated. Good heat dissipation is achieved through the use of strong, flexible materials and proper vulcanizing or curing. This is why natural rubber, which breathes and is more porous, is used in sidewall construction, while tough, less resilient butyl-type rubber is used for the tread.

Cheap tires have poorly prepared plies — cheap cords, no gum dipping, imperfect butting. They use poorly controlled vulcanizing processes and a poor grade of rubber with bad porosity. In short, the cheap tire does not breathe properly and cannot dissipate heat. This can lead to tire failure, especially at high speeds.



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Proper Clothing Necessary In Early Motoring Days

Clothes didn't necessarily make the man in the early days of motoring, but clothing for a motor car adventure was born of necessity.

The driver setting out for a spin in his Winton at the turn of the century was likely to be covered from head to toe, winter or summer, the American Automobile Association recalls. Clothing was designed to ward off summer's dust and winter's chill, as well as the grime associated with tinkering with the automobile.

The open road and the open automobile brought problems. The perplexities of proper dress for winter driving was delineated in an editorial in The Horseless Age on February 12, 1902:

"Winter use of automobiles is closely allied with the question of automobile dress, for when a frosty wind is blowing at 20 to 30 miles an hour in one direction and an automobile going at, possibly, the same rate the other way, the operator feels the need of proper clothing to protect him from chills.

"Of course, automobilists have their own styles of wearing apparel for all the seasons, designed to meet the exigencies that sometimes arise of working around greasy and oily machinery, and to protect as much as possible from the dust stirred up by the vehicle. But during cold weather warmth is the leading consideration, and impermeable heavily lined leather or fur clothing is most appropriate

and is extensively worn. Fur mitts and wind cuffs, closing tightly around the wrist and close fitting masks complete the outfit of the motor operator.

"Much has been said and written about the unsightliness of goggles, masks and other parts of the automobilist's outfit. It is evident that the idea of comfort and utility has been leading in the design of these articles, and correctly, for comfort and health are unquestionably to be classed higher than the impression made on the populace."

But the designers were in there trying. Brooks Brothers, later in 1902, produced a garment described this way:

"The motor overcoat is provided with vertical pleats, which cause a fullness in front, so that the material of the coat completely covers the wearer's legs when seated, thus serving in place of a lap robe, but having the advantage of remaining in place instead of slipping away. Gauntleted gloves are used preferably, as they cover the sleeve edges and give greater freedom to the wrist . . .

"A novelty in caps for summer use being produced by this firm is a straw cap of substantially the style of the leather cap, but with a fuller crown. They also have a soft cloth cap with a generous flap that buttons up about the back and sides and has quite a natty appearance, besides being a useful headgear."

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Red Deer, Alberta, January, 1965

Please address editorial matter and advertising to the
Alberta Motorist c/o AMA, 5913 Gaetz Ave., Red Deer.

Color Clue

Science News Letter for November 7 contains an interesting report of a development for tail lights that might reduce rear-end collisions.

Yellow and green lights would be used. The green lights would automatically be switched on when the car travelled at speeds exceeding 40 miles an hour. Yellow colors would appear when the car decelerated from high speeds and would remain on while it was moving at less than 40.

Brake application would cause switching from either green or yellow to red lights which would stay on when the car was stopped.

Automobile manufacturers have adopted seat belts. Perhaps the light idea is not too impractical.

Cut Crashes

(Calgary Herald)

As the volume of traffic increases on city streets and highways so does the number of accidents causing injuries and death. It is proper that public officials should keep the problem constantly under review and carefully weigh all proposals aimed at a reduction in the number of accidents.

This does not mean that every suggestion should be acted upon. One certain way of eliminating motor vehicle accidents would be to banish all motor vehicles from the streets and highways. Obviously any such course would be impractical. Various other proposals to reduce the incidence of traffic accidents, some of which seem to make a good deal of sense at first glance, also turn out to be impractical.

One proposal which often is put forward, calls for an enforced program of periodic motor vehicle inspection. Proponents of this scheme claim that quite a few accidents are the result of mechanical defects in vehicles on the road. Ontario officialdom claims that fewer than four per cent of Ontario's vehicular accidents are traceable to this cause. But, say advocates of compulsory inspection, even that number, which would amount to 4,000, should be deemed worth eliminating.

There are a number of reasons, however, to doubt the practicability of compulsory testing. To begin with, of course, there is the natural reaction of the public against another cost and inconvenience being forced upon them by public authority. This in itself is not the determining factor. If road tolls in death, injury and property damage continue to mount beyond a tolerable point, the time may

come when it will be necessary to impose a wholesale clamp-down of stiffer driver regulations.

Compulsory vehicle inspection falls down on a number of points. It is open to abuse. A form of it was tried in Alberta a few years ago. Windshield stickers were issued to denote brake and light inspections. But the superficial checks didn't amount to much and the scheme dwindled away. Under a system of compulsory checks not made by a government agency, standards could vary widely, customers in some cases might feel they were being billed for unnecessary parts and labor, and some might obtain too-easy certification for their cars. A few government inspection points, on the other hand, would be unable to handle total demand.

Additionally, it has to be noted that a car might pass inspection one week and become defective the next week. At what age does a car become suspect, or does age determine a car's road-worthiness?

Altogether, compulsory vehicle inspection seems to pose as many problems as it seeks to solve. It will need more evidence than exists at present to recommend its adoption.

Winter Hints

The Canadian Safety Council offers the following reminders on safe winter driving.

In snow, clear the entire windshield, side and back windows. Vision is vital in winter driving.

Never smear lemon, glycerin or beeswax on the glass; they only make a mess. Replace dead wiper blades with live ones.

Fill windshield-washer tanks with the recommended solution, not plain water. Drive with headlights, never parking lights, in reduced visibility. Parking lights distort distance to the oncoming motorist, if he sees them at all.

Use snow tires or chains where traction is poor. Letting some air out of today's low-pressure tires is no help and increases wear. Carry some sand or chicken wire to help the car off glare ice.

Heavy loads of sand or stone in the trunk makes steering tricky and makes big skids out of little ones.

In snow or on ice, start gently, give tires a chance to bite. Spinning melts the snow or ice, makes things slicker and digs the wheels deeper.

Even with chains or snow tires it takes a lot longer to stop a car on ice. Avoid a sliding crash by increasing following distance in winter. Don't worry about the nut who races ahead and takes up that space. Let him have it, and stay well back of such a poor driver.

Abrupt turns, lane changing and sudden changes in speed can produce bad skids. Anticipate all turns, make them slowly and gently. A driver who finds himself in a skid should turn the steering wheel in the direction the rear-end is sliding, then straighten the front wheels as the car straightens.

On a hill, get enough momentum to reach the top, then watch for stalled cars or obstacles on the way down.

Be extra careful in temperature traps in shady areas and on bridges. Posted speed limits are for ideal conditions. Good judgment is the real speed limit.

Pump the brakes to slow or stop. Slamming them on produces loss of control. Ice or snow can be as slippery at 30-above as at zero.

Heavy traffic at corners packs snow, spinning wheels polish ice and stopping becomes treacherous. Start to slow down ahead of the intersection.

Inattention to, or neglect of common-sense driving habits in winter produce serious accidents. CHSC urges, "Don't leave it to the other driver to drive right — YOU are the other driver to everybody else."

The Letter Box

Blue Ridge Alberta

December 23, 1964

The Alberta Motor Association
Red Deer, Alberta

Dear Sir:

We wish to express our appreciation for your article "Driving Tips for Senior Citizens" in November issue of "The Advocate Motorist."

We are in this age group, and rather isolated from city and town facilities, and would have no means of travel for our daily necessities if my hus-

band's drivers license were taken away. Our little home is comfortable and we are very happy where we are, and trust that it will always be possible for us to have the use of our car.

Many older people became concerned when they reach a Senior Age Group, that their license will be taken away after many years of safe driving. We feel your article was timely and much appreciated by many.

Yours very truly

Insurance Bureau Corner

By T. R. (BOB) COLLINGS

Manager, AMA Insurance Bureau

By now, each of us has noted the headlines and perused the columns telling of the increase in auto insurance premiums during 1965. Some of us have even felt the pinch personally, as we are confronted with higher premiums in our own policy. This increase affects all companies, even the A.M.A.

Some of you will remember this column mentioning before that the size of the dollar we obtain, is the same as the size of the dollar all other insurance companies are using. The rising costs that affect them also affect us, even though we might wish it otherwise.

Back in 1959, before the Insurance Bureau existed, 476,000 drivers were licensed in Alberta; while in 1964 there were 756,000. The average cost per claim has increased, as well as the number of claims. Since these two when multiplied out, indicate the cost of being in the insurance business, the dollars required exceed the dollars available from premium income. The only obvious solution is to obtain more income, since it is impossible to not meet the obligation of paying losses.

A fairly accurate barometer of property damage cost acceleration is the fatality count from accidents. When deaths are involved, there is usually a fair amount of damaged metal. While most often metal can be repaired, unfortunately human bodies cannot, in spite of a bouquet to the medical profession being in order.

Up to November 30, 1964, 324 people had died as a result of traffic accidents in Alberta.

During the whole of 1963 only 302 had been killed. When the final results are available almost one person per day will have had his life snuffed out during 1964, even though a leap year.

What value can be placed on a human life? How much is your life worth to you? It is startling when one considers being included in such calloused statistics.

In spite of it being irksome to accept increased insurance costs, when compared with other areas of North America, Alberta enjoys some of the lowest rates available. Some comparative rates that came to me recently showed as follows:

Victoria, \$64; Vancouver, \$99; Edmonton, \$79; Calgary, \$76; Winnipeg, \$81; Toronto, \$92; Montreal, \$153; Seattle, \$160; San Francisco, \$281; Boston, \$347;

These emphasize that we are much better off than we could be elsewhere. If we are going to enjoy the standard of living we have no alternative but to accept also the consequent financial responsibility.

Although A.M.A. Insurance Bureau rates are increasing

from February 1, the rise has been kept to a bare minimum. Those of you who have driven accident-free under our program for the past year, will find your premiums quite competitive.

Careful driving is the only answer to the problem. Join us in our New Year's resolution to be courteously cautious. If the other driver wants the right-of-way, give it to him; but arrive safely and in one piece. That way you will be there sooner than if you become involved in an accident.

—o—

Law Faces Problem On Mufflers

Noisy mufflers on cars and trucks are presenting government law enforcement agencies with a major problem.

How do they decide what is noisy and then make it stand up in court.

Legislation can be passed against noisy tail-pipes but it's only effective if the noise level — the period at which noise becomes objectionable — can be accurately measured, explains deputy highways minister, L. H. McManus.

This cannot be done now. Present meters only measure noise intensity. But this is not an indication of annoyance to the human ear.

Under this form of measurement, a highly intense noise can be still relatively unnoticeable while other noises with lower intensity readings are extremely objectionable, said Mr. McManus.

DEVELOPING METERS

Work is now being done in the U.S. to develop noise annoyance meters which, Mr. McManus hopes, will one day give a standard noise measure to law enforcement agencies throughout North America.

Meanwhile, in Alberta, the inspection service branch is tightening up enforcement of certain physical characteristics required for all mufflers — especially those on trucks.

Changes in the Highway Traffic Act last year state that all mufflers must be connected and in good working order. Baffles, plates inside the mufflers, that deaden the noise, must all be operating properly.

—o—

If you're looking for a place to get away from humidity, try Calama, in the Atacama Desert of Chile. The average annual rainfall there is zero, the American Automobile Association reports.

Germany Vacation-Land All Year

—Germany Beckons You— Over four million visitors a year come to Germany to marvel at its striking landscapes, its old-world romance and its twentieth century miracle of reconstruction, and to enjoy its traditional hospitality.

Germany has something of particular interest to offer every traveler, be he pleasure-seeker, businessman, sportsman or scholar.

Germany is easy to reach by air, rail, highway and sea. The great transportation systems of the West all meet in Germany—in the Heart of Europe. Easy access, complete comfort at moderate cost and an endless variety of things to see and do make Germany the perfect vacationland.

And Germany is a vacationland all year around. There is

really no off-season there for picturesque folk festivals. Springtime celebrations in the early months, vintner's and harvest festivals in the fall and opera, concerts, drama and social events crowd the time which ordinarily is not considered for vacation travel. Winter sports, of course, are in a class by themselves.

The German people are eager to meet their guests from abroad. The friendly policeman, the pretty stewardess on your glass-topped bus or in the dining car, the linguist secretary in the office compartment on your train, your hospitable innkeeper — all will be interested in helping you enjoy your trip. You will feel at home with the German people.

Come To Austria — Although

Austria covers such a comparatively small area, it is one of the most popular countries in Europe for holidays. Few places of the same size have been so generously endowed by nature with so many different kinds of landscape, each in its way beautiful. From the Alpine peaks to Tyrol and Vorarlberg to the flowering steppe-like country around the Neusiedler Sea, from the wooded heights and vine-clad slopes north of the Danube to the rugged Karawanken mountains, this holidayland of Austria includes within its bounds mountains of every height, gently undulating hills, delightful valleys and idyllic lakes.

These varied types of Austrian scenery with their different altitudes and the ensuing climate variations offer the holiday-maker a wide choice, whatever he demands in the way of rest or recreation, and makes it possible for him to find his own kind of holiday.

It may stimulate thinking about how and where to spend a holiday and it deliberately leaves scope for every visitor to Austria to have the fun of making his own discoveries.

Austria awaits you, and whatever you do, don't forget to bring your camera, for you will see many beautiful things of which you may want a permanent record.

January Good Month For Winter Break

January is a great month in which to think of a "Summer in Winter" break, and perhaps the most frequent questions being answered by the A.M.A. Foreign Travel Department, are about different islands in the Caribbean. To do each island justice would require a book, but it is possible to give a brief description of six islands which represent a good cross section of the area, and will be visited by members of the A.M.A. tour this coming March.

Nassau — Capital of the Bahamas, on the island of New Providence, provides the first essential of a 72 deg. average Winter temperature. Visitors can go sight-seeing in a fringe-topped surrey; Fort Fincastle and the Water tower, with breath-taking views of the city and harbor, Fort Charlotte complete with dungeons and Blackbeard's Tower are just some of the musts. Take advantage of British and European imports and duty free prices on Bay Street and watch native craftsmen making hats, sandals and baskets in the open-air straw markets. Authentic cal-

ypso by strolling players is a constant reminder one is in the Caribbean.

Jamaica — At Montego Bay, the island's fashionable resort, perhaps the greatest temptation is to just relax on the mile long crystal sand beaches, or take a swim in the inviting waters. If these temptations are resisted, a cruise in a glass bottomed boat, a visit to Rose Hall Great House, former mansion of "The White Witch" or to The Cage and The Dome, landmarks of slavery days, will be found of interest.

Barbados — Sometimes called "Little England," sometimes called "Land of the Flying Fish." Trafalgar Square in the capital, Bridgetown, is complete with a statue of Lord Nelson, and other reminders of that era are found in the harbor policemen, dressed in the uniform of Nelson's seamen. Historical connections with Europe go back to 1627, and the last 300 years have left much of interest for the explorer. Just a few places well worth a visit are the Clock Tower, St. Anne's Castle, St. John's Church and the Mount

Potteries. All visitors should sample that great Barbadian delicacy, flying fish.

St. Thomas — The city of Charlotte Amalie is the capital of the U.S. Virgin Islands. Emancipation Park and a waterfront stroll makes a delightful afternoon, and a visit to old Fort Christian gives a reminder of the turbulent history of the island, dating back to its discovery by Columbus in 1493. For shopping with a difference, explore Beretta Centre, a former Slave Market dating back 200 years, where imported goods are for sale at duty free prices. While Charlotte Amalie is a busy, cosmopolitan city, the vacationer enters a completely different world in the suburb known as French Village, or Cha Cha Town. In this suburb live descendants from the French Island of St. Barthelmy, who have established their own distinctive culture.

San Juan — Capital of Puerto Rico offering an exciting contrast between the Old World and the New. Modern San Juan gives all the pleasures of a large vacation resort, with its

hotels, restaurants and cabarets, and yet by simply crossing the bridge or taking the ferry to Cabras Island, the view changes to old San Juan and El Morro. Beyond San Juan are the lovely old villages and towns and the great spectacle from El Yunque peak, which is reached by travelling through the world famous tropical rain forest.

Carmania — This sixth "Island" has, to many Albertans, become the "Floating Capital of the Caribbean." Far more than just a big ship, Carmania is an exciting vacation island in her own right. On this "Island," holidaymakers follow the same activities as in any other resort, swimming in the big pool, sunbathing in a deck chair, watching a current movie, placing a bet on the horses, dancing, a quiet hour with a good book from the library, enjoying late night Cabaret in the Island Club, and many other typical holiday pastimes. Particularly attractive are the dining rooms, where, after enjoying an excellent meal from an extensive menu, the diner just leaves,

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ALBERTA MOTOR ASSOCIATION

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ON THE ROAD TO THE ISLES

The glorious scenery of Scotland is becoming more accessible to tourists. With two new ferryboats making two trips daily from Oban on the mainland of Scotland to the Island of Mull in the Inner Hebrides the tourist and vehicular traffic is greatly increased. Now the road makers are following the road to the isles and on the roads of the Island of Mull this mechanical spreading unit, the first ever seen on the island, speeds up the business of road surfacing and repair—previously done by hand. Fitted with crawler tracks this new road surfer has proved ideal on the narrow roads of the Island. It can easily creep onto verges to allow traffic past.

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Cold Engine Tips

(Cars With Automatic Chokes)

Plymouth, Chrysler, Dodge—Depress accelerator; hold for 10 seconds; let up slowly, and turn on ignition. To avoid killing engine, don't pump accelerator when engine starts. If engine catches and dies, pump accelerator twice, and turn on ignition. Don't repeat more than three times to avoid flooding.

Pontiac, Chevrolet, Oldsmobile, Buick, Cadillac—Depress accelerator slowly; release slowly; remove foot, and turn on ignition. Don't accelerate. Let engine run on own momentum.

Ford, Mercury, Lincoln—Depress accelerator; let up slowly; pump accelerator twice. Remove foot and turn on ignition. Keep foot off accelerator 'til engine has run 30 seconds.

Studebaker, Rambler—Depress accelerator and let it up again. Remove foot and turn on ignition. To avoid killing engine when it starts, don't pump accelerator.

Cars With Hand Chokes—Pull choke all way out. Turn on ignition. When engine starts, push choke button in one-third to avoid flooding. After running a few minutes, adjust choke for free, smooth running.

Test Yourself With These Traffic Engineering Terms

If you like little items to think about while you are driving just to stay mentally alert—here are a few ways of classifying yourself with traffic engineering terms.

You are breezing along a four-lane divided highway when the car ahead, moving more slowly than you starts to "close." You must pass—so you are about to make a "forced" lane change.

But as you check your mirror you see the space between vehicles in the pass lane is small but you are willing to take a chance—this means you are about to make a "gap" lane change.

You decide that with your insurance premium coming up maybe it would be better to wait until the next opening but

you are still maintaining speed and closing the slow car. You see an opening and go for it.

But as you manoeuvre into the opening the car ahead, you note, is not moving at your pace although he is travelling faster than the slow-lane car. You have just made a "retarded" lane change. Now you must ease back your speed.

Under a similar condition but if you found the vehicle occupying the rear of the opening moving faster than yourself—you would be making a "conflict" lane change.

This "conflict" business is a fact in more ways than one. Engineers actually scale an "area of conflict" at intersections.

The area of conflict extends back from the intersection or freeway entry and indicates that point where a motorist on the freeway, who has precedence on the merge, will be confronted with a decision about the entering vehicle.

If he hits his brakes to avoid collision with the entering vehicle the conflict can be measured quite far back if the freeway is a busy one. True measurement can be made in multiple rear-end crashes.

Within the conflict area is the "area of collision." It indicates the point, taking all factors such as sight, reaction time, tires, plus a host of other variables, where you will be "creamed" but good.

A typical conversation could be— to the investigating police officer: "as I entered the area of conflict and closed on the area of collision, I saw a car merging and making a retarded lane change just as I was about to make a conflict lane change to avoid him, but noticed too late I was making a gap lane change. I guess my PIEV wasn't working for me."

In case you don't know what PIEV is, perception, intellection, emotion, volition.

Road Grid Of District Highways

The Alberta government is taking steps to provide a grid of district highways throughout the province, Highways Minister Taylor said.

Addressing a meeting of the Alberta Motor Transport Association, he said preliminary investigation has begun.

Municipalities have been asked to provide an inventory of roads constructed within their jurisdiction with the \$12,000,000 granted annually for the purpose.

Mr. Taylor envisioned a network of heavy-load highways inter-connected throughout the province, so trucks could operate on district highways exclusively.

He said he hopes to begin actual work on the project next year.

District highway construction in each municipality would be co-ordinated by the government, he said, so they would interconnect.

Car Stalled? Take Tip From Tow Truck Men

For all whose cars are stalled and stranded on parking lots, on streets, in alleys or in garages — a few hints from the league of frustrated tow truck drivers.

A poll of tow services, including the AMA, revealed that most of the starting problems

Take Care — Carry Safety Heater

This present cold spell brings to the fore the advisability of carrying a safety heater in your trunk. A stalled car in severely cold weather can be a death trap. A good example of this was a report this week of a motorist who drove from Calgary to Medicine Hat and met only one car and one truck in 180 miles of driving. You cannot expect help from passing motorists. Shelter is too sparse in the country to walk to safety and an unheated car is no protection from freezing death.

These heaters are compact, safe from fumes and as there is no flame, safe from fire. Depending on their size they will deliver from 1600 to 3600 BTUs. One fuelling will operate the heater for 20 hours; sufficient time to allow for rescue. There are several makes on the market and can be purchased at hardware stores, filling stations hardware stores, sporting goods stores, filling stations and garages. Prices range between \$15 and \$20. A small price to pay for safety.

There are a number of fringe benefits from owning one of these heaters. Here are a few:

- (a) Small rooms can be heated with them;
- (b) They are ideal tent and trailer heaters;
- (c) Can be used in a duck blind or in a boat;
- (d) Car interiors can be heated prior to driving;
- (e) Car engines can be warmed with them;
- (f) Cars, trucks and tractor cabs without heaters can be made quite comfortable.

Any situation that would be made more comfortable by heating is ideal for these portable safety catalytic heaters. They can prove a good investment.

that plague motorists in cold weather crop up because car batteries are run down or cars are not winterized.

"Ninety per cent of the cars I started today had worn-out batteries that should have been discarded long ago," said one man.

"Many drivers I spoke to seemed to have no idea that a car should be winterized. Some of them are what we call regulars — you have to start their car for them every third morning," said another.

MUCH BUSINESS

The drivers seemed more than pleased to offer advice to motorists, and when asked if it might not cut down their business, the standard reply was:

"I've got too much business to handle."

"We've had as many calls today as we have had in the past two months totalled," said the AMA official.

The truckers' hints to motorists were:

✓ Have your car winterized: make sure the anti-freeze will stand up to 40-below temperatures, and have the heavy sum-

mer oil replaced by the light winter variety;

✓ Have your battery cleaned and checked, and replace it if it is worn out; plug a trickle charger into the battery every night to keep it warm and to keep up the power;

✓ Make sure your plugs and coils are checked and all your connections are good; there should be a general ignition system check every fall;

✓ Invest in a good block heater and plug your car in every night;

✓ When starting your car, do not pump the pedal; give it a couple of quick pushes, turn the key, and if you smell gas push the pedal to the floor board to clear the carburetor;

✓ If your car does not start, do not run down the battery by continuing to grind away;

✓ Once you have started the car, hold the accelerator down and let it run for about five minutes to give the oil a chance to thin out;

✓ If you do call a tow truck and then manage to get your car started, call back and cancel the request for aid.

'Young Man's Car' Proves Popular At U.K. Show

The British Motor Show, the world's most glamorous display of the auto body beautiful, demonstrates once again that the British emphasis on improvement rather than innovation is paying off.

Before noon on opening day British manufacturers had picked up orders worth £94,000,000 and were assured of another record when all contracts were tallied.

As usual most of the orders come from big foreign importers, domestic car-hire firms and the like who cash in on the publicity value of a first-day spending spree. The great mass of visitors to the annual show are "just looking, thank you."

Six Million Vehicles In Canada

Canada's motor vehicle population has topped the 6,000,000 mark according to the Motor Vehicle Manufacturers' Association.

Registrations of motor vehicles for 1963 totalled 6,074,655 as compiled by the Canadian bureau of statistics.

The number of passenger cars totalled 4,953,031, while there were 1,121,624 trucks.

Ontario led the provinces with a population of 2,268,320 vehicles made up of 1,926,878 passenger cars and 341,442 trucks.

Smallest vehicle population among the provinces is in Prince Edward Island with a total of 35,314 vehicles.

In 1962, Canada's vehicle population was 5,774,810 and in 1960 it was 5,256,341.

Ontario has shown a similar steady growth — in 1962 total number of vehicles was 2,177,148 and in 1960 it was 2,062,484.

Quebec's rate of growth has been faster than that of Ontario, though from a lower base.

Total motor vehicles registered in 1963 were 1,381,801, up from 1,281,180 in 1962 and 1,096,053 in 1960.

In fact it is almost impossible for an individual to buy a car at the exhibition, unless he has his eye on one of the high-priced autos whose manufacturers traditionally insist on the right to deal directly with the purchaser.

One surprising feature is the volume of sales in sports cars in the £4,000 to £8,000 range — the "young man's car" that few young men can afford.

"If you see one of our cars on the road," said a dealer, "you can rely on it that the driver won't see 60 again and it will never exceed 60 miles an hour."

But despite big sales in these expensive lines, the more orthodox models remain the bread-and-butter products of the industry, which is the main cog in Britain's export business.

The exhibition cars ranged from a 185-mile-an-hour Italian Ferrari at £11,000 to a German Mini "auto boat."

One of the star attractions was the new Aston Martin DB5, the bullet-proof car used in the James Bond film Goldfinger with such devices as a radar scanner, ejector seat for unwanted passengers, and twin machine-guns mounted beneath each headlight.

And the result of this exhibition shows that British cars are keeping comfortably ahead of the products of Germany and France, their two main competitors for overseas orders.

North American and continental manufacturers have long been poles apart in their approach to design — the Americans changing the body styles as often as possible and the Europeans sticking to a basic model and concentrating on inner improvements.

Now British designers, after a brief and somewhat half-hearted flirtation with the American system, seem to be again leaning to the ways of their continental cousins.

Nothing seems impossible to the person who doesn't have to do it himself.

ANNUAL MEETING

Take Notice That The

Annual General Meeting

of the

SOUTHERN ALBERTA BRANCH

of the

ALBERTA MOTOR ASSOCIATION

Will Be Held in the

El Rancho Motor Hotel

Lethbridge

Tuesday, February 23, 1965

at 8:00 p.m.

For the purpose of receiving the annual reports, the election of Directors and the consideration of such other business as may properly come before the meeting.

DATED at Lethbridge, Alberta, this 28th day of December 1964.

HOWARD FLEMING, Chairman

J. RHODES, Secretary

ANNUAL MEETING

Take Notice That The

Annual General Meeting

of the

RED DEER BRANCH

of the

ALBERTA MOTOR ASSOCIATION

will be held in the

AMA BUILDING

5913 Gaetz Avenue

Thursday, February 25, 1965

at 8:00 p.m.

For the purpose of receiving the annual reports, the election of Directors and the consideration of such other business as may properly come before the meeting.

DATED at Red Deer, Alberta, this 28th day of December 1964.

DR. C. G. GRAIG, Chairman

K. MUNRO, Secretary

ANNUAL MEETING

Take Notice That The

Annual General Meeting

of the

MEDICINE HAT BRANCH

of the

ALBERTA MOTOR ASSOCIATION

Will Be Held in the

Park Lane Motor Hotel

Wednesday, January 20, 1965

at 8:00 p.m.

For the purpose of receiving the annual reports, the election of Directors and the consideration of such other business as may properly come before the meeting.

DATED at Medicine Hat, Alberta, this 7th day of December 1964.

R. GARDNER, Chairman

L. KING, Secretary

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Speed Limit Inflexibility Criticized

"During the past ten years, there has been a definite trend towards raising maximum statewide speed limits. However, this has been accompanied by another trend — away from flexible or 'prima facie' limits to fixed absolute maximums. This is unfortunate," says the American Automobile Association.

"Where an absolute limit is in force—say 60 mph — it is a violation even to go 61 mph. But it is a rare speedometer and even a rare speed-detection device, which can measure speeds with such fine accuracy. And a motorist, to make sure he's not exceeding the limit, has to drive at a substantially lower speed or keep his attention focused on the speed needle instead of on the road ahead.

"As a practical matter police generally have allowed a tolerance of five or more miles per hour before making an arrest. But this, technically speaking, is to condone violation of the law they are sworn to enforce.

"A much more sensible approach is through the flexible or 'prima facie' method. This simply means that the burden of proof shifts at a stated speed. For example, a policeman could show that the driver going at 50 in a 60 mph zone was speeding unreasonably because of a pea-soup fog or a blinding rainstorm.

"On the other hand, a motorist doing 70 in the same 60 mph zone could show that it was a clear, straight road devoid of traffic and that his speed was not endangering himself or others. This is injecting reason into a situation where many doubts remain because the factor of speed — other than insane, wantonly reckless speed — in traffic accidents remains to be proved.

"Many years ago at the dawn of the automotive era, the editor of Horseless Age surveyed the ridiculous speed limits then being established throughout the nation and concluded that numerical speed limits made no sense. The real question, he contended, was whether a person was driving dangerously.

"Now, some 60 years later, there is good reason to believe that this was a sound approach and that, at a minimum, the trend away from flexible speed limits should be reversed."

When Is Motor New?

A used-car dealer may not be liable to make good for a faulty motor in an auto he has sold, even though the car was advertised as having a "new motor," according to a judgment handed down by Judge A. J. Cullen.

The opinion came from a case where the description of the motor as "new" was not a material inducement to purchase, Judge Cullen ruled.

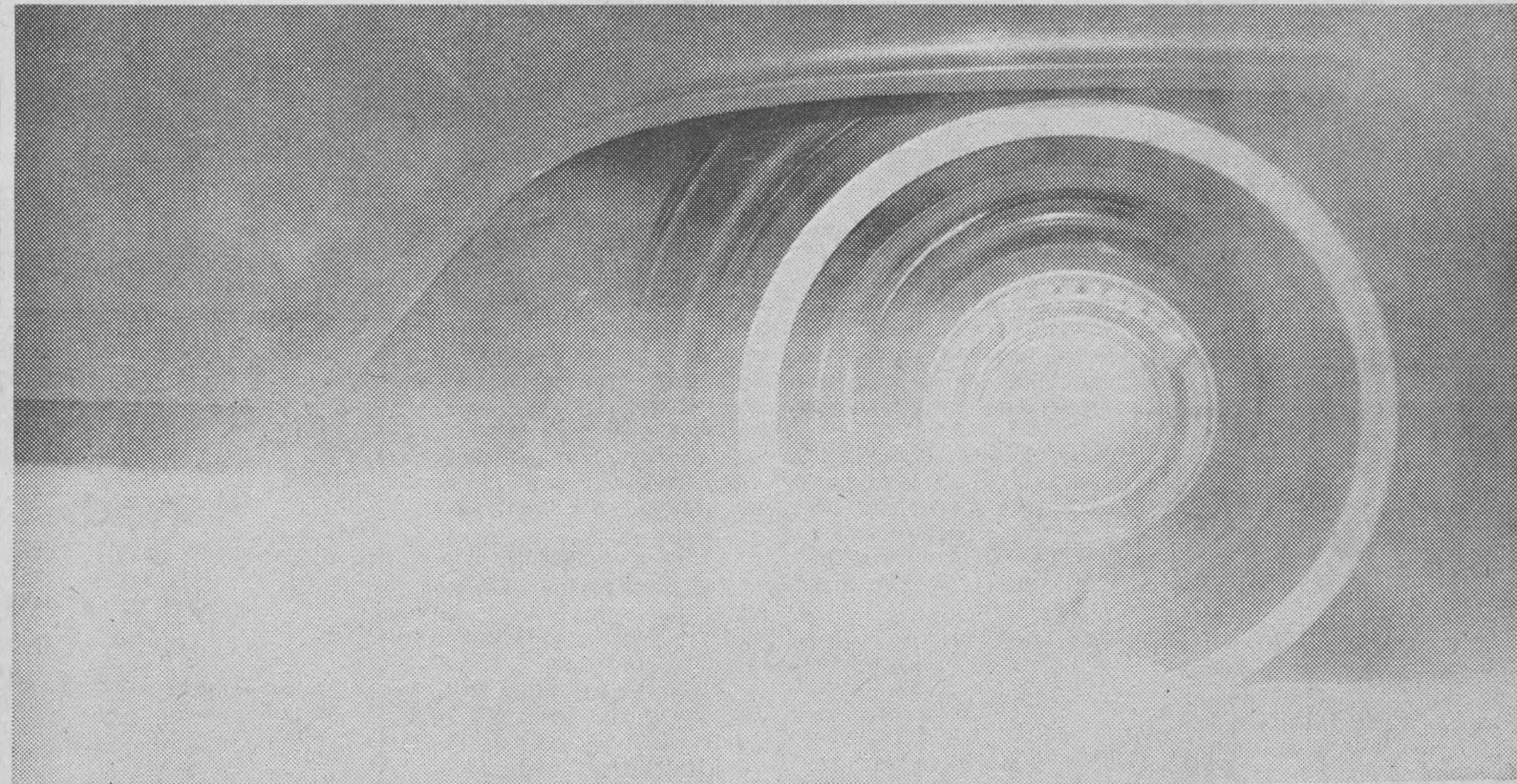
It was not a purchase by description, the purchaser had had every chance to examine the vehicle before buying it, and he had bought it on the strength of his own findings.

Therefore the rule of "caveat emptor" (let the buyer beware) must apply, the judge said.

1957 MODEL

Alex Chong, proprietor of a city dry cleaning firm, had purchased a used 1957 auto from Discount Car Sales for the use of his son.

The car had been advertised



Think About Trading When You Buy Your New Car

The time to begin thinking about trading in your automobile for the best possible deal is when you're signing on the dotted line for it new.

Two tangible things you can do at that time will make your car more valuable when you trade it in two or three years hence, according to the American Automobile Association. One is to buy and install seat covers. These need not be expensive, but when they are removed at trade-in time the upholstery will have that fresh, clean look that appeals to both dealer and prospective purchaser.

The other is to buy a tube or bar of touch-up paint of the proper color. This can be used to cover minor scratches and stone nicks before they develop into troublesome and unsightly rust areas.

Keep the car bright and good looking by washing it every other week and waxing it thoroughly each three or four months. Waxing is particularly important in the spring. It protects the finish against dust and abrasive dirt left over from winter and from highway construction. Don't use a dry cloth or dry paper towel to clean your windshield. Such constant "dry cleaning" will fill the windshield with minute scratches, making it look old before its time.

Check your driving habits. Dealers today put little stock in how much mileage shows on the odometer. They know from

years of trading that a well-driven car with 50,000 miles on the odometer can be more saleable than the same year, make and model with only 25,000 miles showing.

Drag-strip starts, screaming stops and hard cornering can depreciate your automobile rapidly.

Give attention immediately to even minor ailments in your car. AAA's Emergency Road Service Department reports "upkeep failure" contributes to thousands of automobile breakdowns each year. If you keep the faults corrected, you won't be embarrassed at trade-in time by the car refusing to start when the dealer tries to take it out for a road test.

When it comes time to trade in your car, here are other tips that will add to the dollar figure you can get:

Vacuum the entire inside of the car and give the trunk a good going over. Check the floor covering and replace any torn mats. Use a quality fabric cleaner to remove any dirt and stains from the upholstery. Don't forget the headliner ("ceiling") of your car. Clean and wax all interior chrome and other metal parts.

Be sure any "extras" — such as radio or air-conditioning — are in working order. The value of such extras at trade-in or resale time is debatable among dealers. Some say many drivers don't like car radios and many don't like the extra expense of an air-conditioner. Others say car radios are so common now that a man buying a used car without one sometimes feels cheated, and that air-conditioning can be a definite resale asset.

Give the car's exterior a thorough washing and let it dry completely. Then check to discover any scratches or nicks you may have overlooked in your regular maintenance, and use your touch-up paint on these.

The dealer will inspect the upholstery, the headliner, back of the rear seat, floor mats and trunk. If everything looks shipshape, your trade-in allowance is going to go up.

The dealer also will look closely at the tires — not so much to determine the degree of wear as to see the fashion in which the tires have been worn. Tires are great tattletales about driving habits and certain mechanical defects of the automobile.

WINTER TAKES HEAVY TOLL

The whine of tires spinning in snow is a sound heard too often by most motorists this winter. Most service stations and tow truck operations have been overwhelmed with calls as the prolonged cold spell of December and January plays havoc with even the best of cars. A.M.A. services have been swamped with motorists needing help.

ANNUAL MEETING

Take Notice That The
Annual General Meeting

of the

EDMONTON BRANCH

of the

ALBERTA MOTOR ASSOCIATION

Will Be Held in the

Auditorium AMA Building

109th Street and Kingsway Avenue

Friday, February 19, 1965

at 8:00 p.m.

For the purpose of receiving the annual reports, the election of Directors and the consideration of such other business as may properly come before the meeting.

DATED at Edmonton, Alberta, this 28th day of December, 1964.

C. J. FERGUSON, Chairman.
S. D. ANDERSON, Secretary.

ANNUAL MEETING

Take Notice That The
Annual General Meeting

of the

CALGARY BRANCH

ALBERTA MOTOR ASSOCIATION

Will Be Held in the

Auditorium of the

Alberta Motor Association Building

905 11th Ave. S.W.

Wednesday, February 24, 1965

8:00 p.m.

for the purpose of receiving the Annual Reports, the election of Directors and the consideration of such other business as may properly come before the meeting.

DATED at Calgary, Alberta, this 17th day of December, 1964.

B. A. J. SMITH, Chairman
W. B. McQUEEN, Secretary